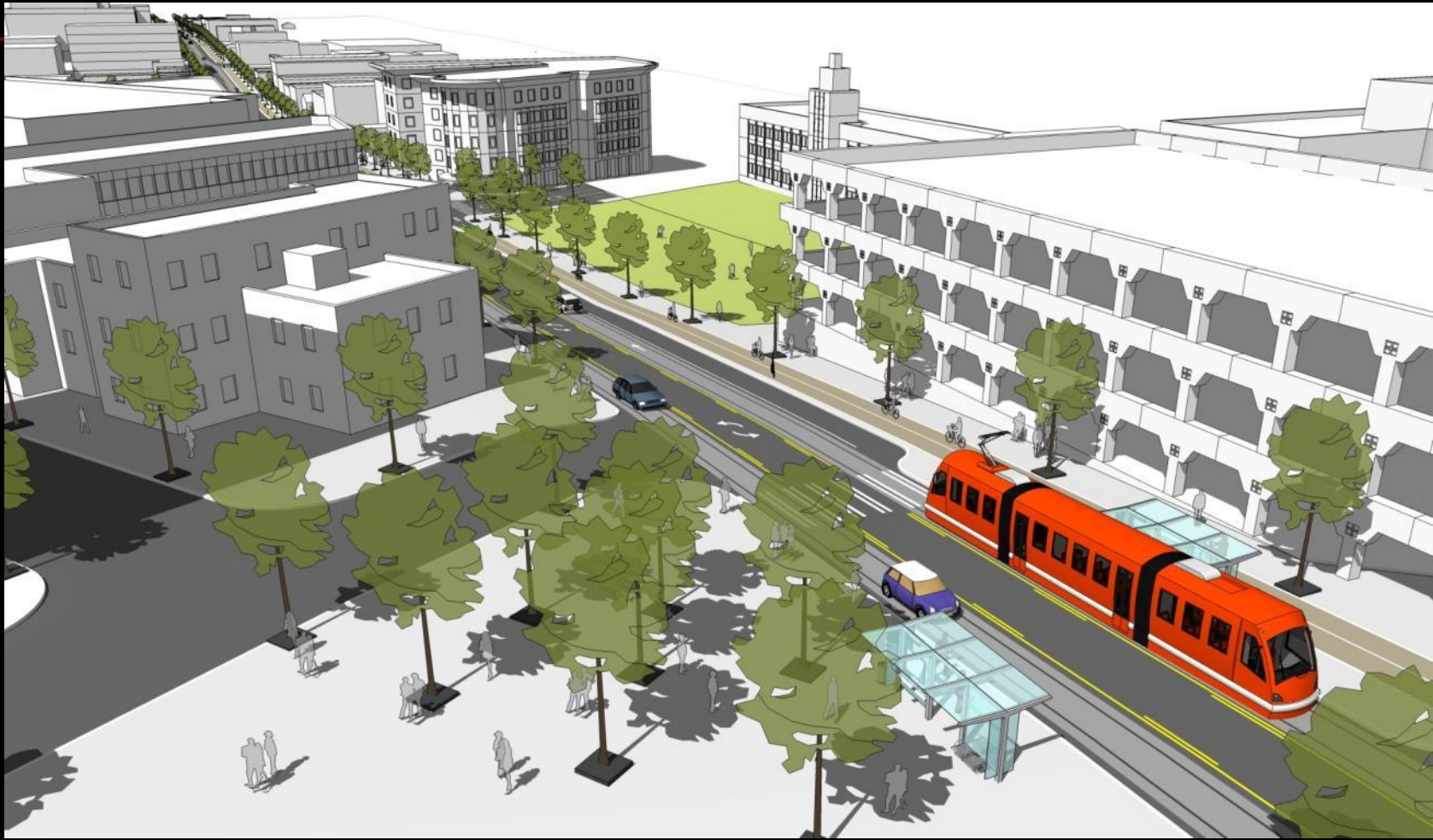


Stakeholder Presentation



Steve Durrant

Principal, Director of Design
Alta Planning + Design
Portland

Why a Cycle Track?

■ Safety

- Separated facility helps channel where cyclists and pedestrians are relative to bus and rail transit

■ Popular demand

- Separated facilities boost ridership

■ Policy

■ Cost

Why a Cycle Track?

- Neighborhood input

 - Interest in **reclaiming** the street

- Seattle's Complete Streets Policy

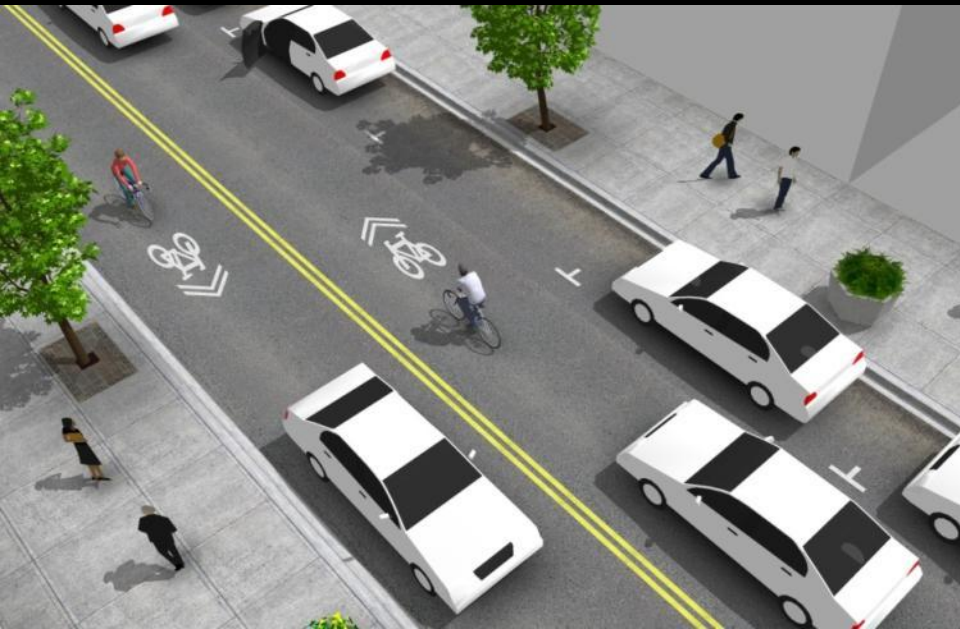
 - “On new City transportation improvement projects SDOT will plan for, design, and construct appropriate accommodations for pedestrians, bicyclists, transit riders, and persons of all abilities while **promoting safe operations** for all users”

- Avoid impacts to existing infrastructure

 - 12” **waterline** on east side of Broadway

Bicycle Facilities – Shared Lane Markings

- Helps bicyclists position themselves safely in lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side within the same traffic lane.



Bicycle Facilities – Bike Lanes

- Increases bicyclist comfort and confidence on busy streets.
- Creates separation between bicyclists and automobiles.
- Increases predictability of bicyclist and motorist positioning and interaction.



Bicycle Facilities – Buffered Bike Lanes

- Greater shy distance between motor vehicles and bicyclists
- Increased passing space for bicyclists without encroaching into the adjacent motor vehicle travel lane
- Encourages bicyclists to ride outside of the door zone.



Bicycle Facilities – Cycle Tracks

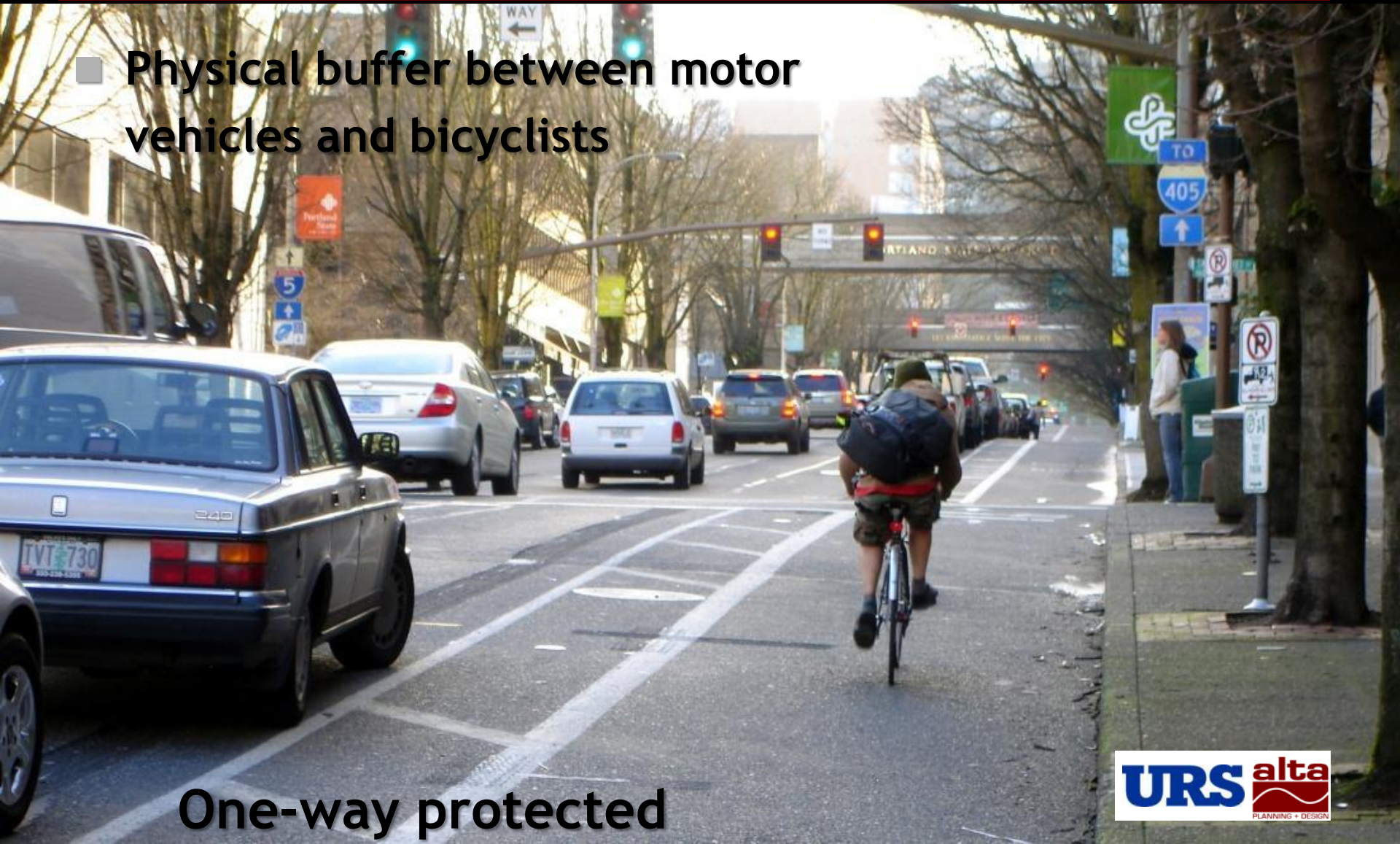
- Physical buffer between motor vehicles and bicyclists



One-way protected

Bicycle Facilities – Cycle Tracks

- Physical buffer between motor vehicles and bicyclists



One-way protected

Bicycle Facilities – Cycle Tracks



One-way protected

Bicycle Facilities – Cycle Tracks



One-way protected

Bicycle Facilities – Cycle Tracks



Two-way protected

Bicycle Facilities – Cycle Tracks



Two-way protected

Bicycle Facilities – Cycle Tracks



Two-way protected

Bicycle Facilities – Cycle Tracks



Two-way protected

Peer Reviewers

- Yannick Roy, Montreal
- Lon LaClaire and Steven Brown, Vancouver, BC
- Rob Burchfield, Portland
- Mia Birk, Portland



Project Reviewers

- Seattle Department of Transportation
Bicycle Program
 - Cascade Bicycle Club
 - Seattle Bicycle Advisory Board

 - Design Team
 - Mark Dorn - URS Corporation
 - Jim Peters - DKS Associates
 - Steve Durrant & Robin Wilcox
- Alta Planning + Design



Seattle Department of Transportation



Broadway Corridor – Existing Conditions

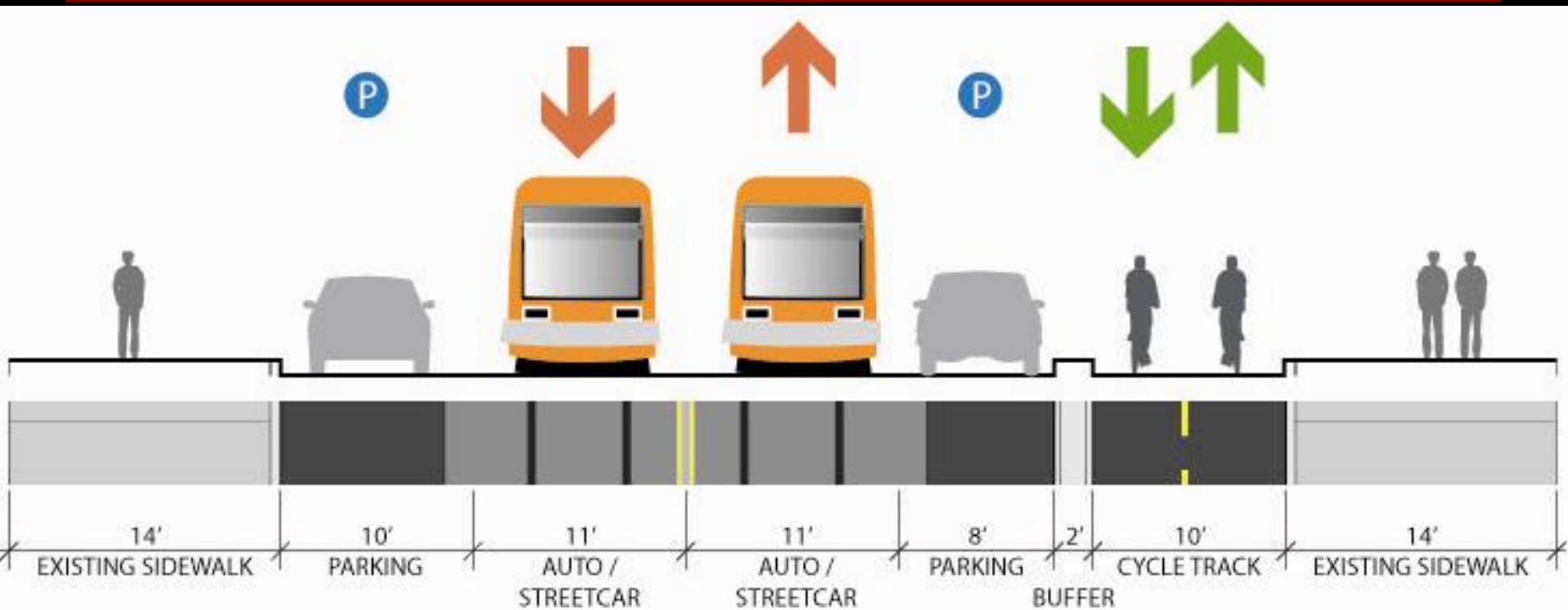


Peer Review Process

- Intersection operations
- Denny and Yesler
- Parking setbacks from driveways/intersections
- Bicycle turning at intersections
- Driveways
- Lighting
- Stations
- Wayfinding



Broadway Corridor – Proposed



Broadway Corridor – Proposed



Broadway Corridor – Proposed



Broadway Bikeway – Key Features

■ Pedestrian Interactions



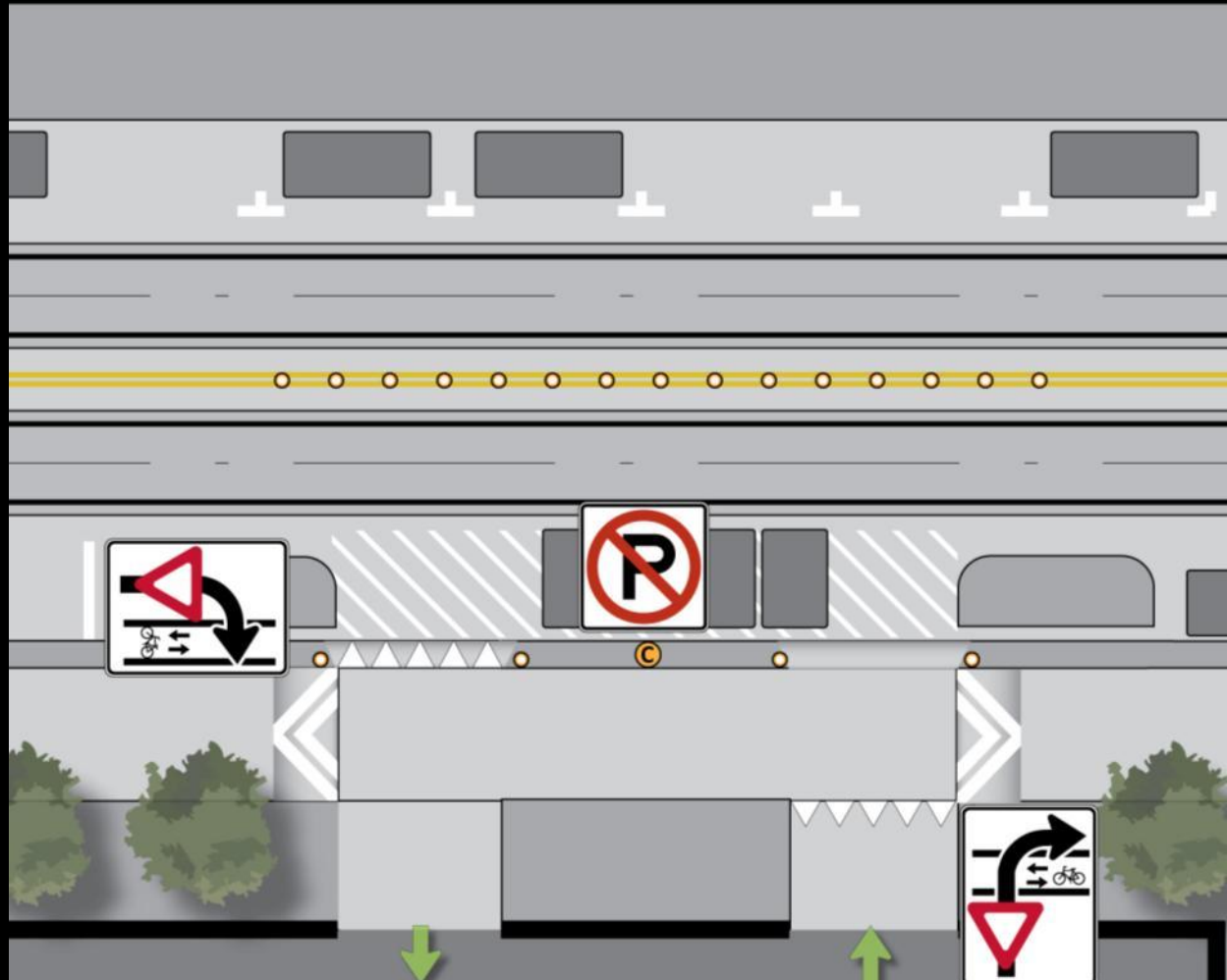
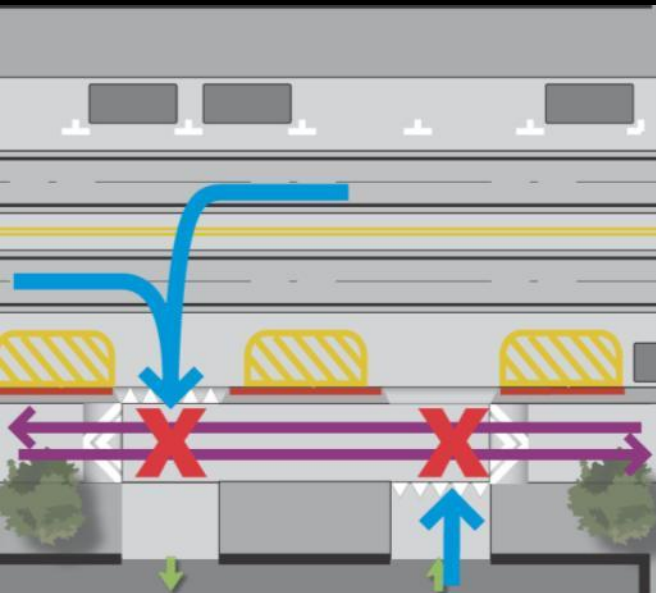
Broadway Bikeway – Key Features

- Automobile Interactions at Driveways



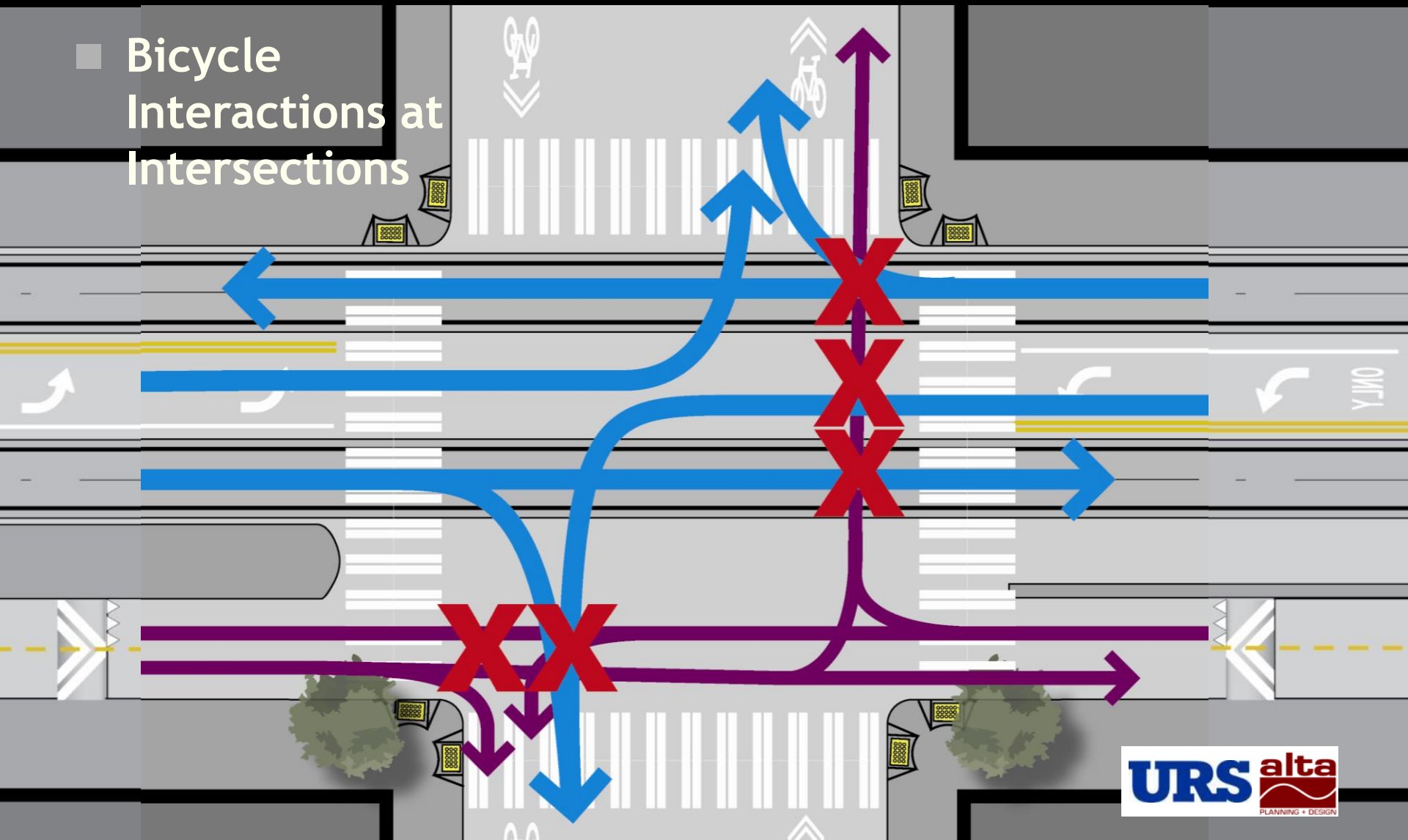
Broadway Bikeway – Key Features

- Automobile Interactions at Driveways



Broadway Bikeway – Key Features

- Bicycle Interactions at Intersections



Broadway Bikeway – Key Features

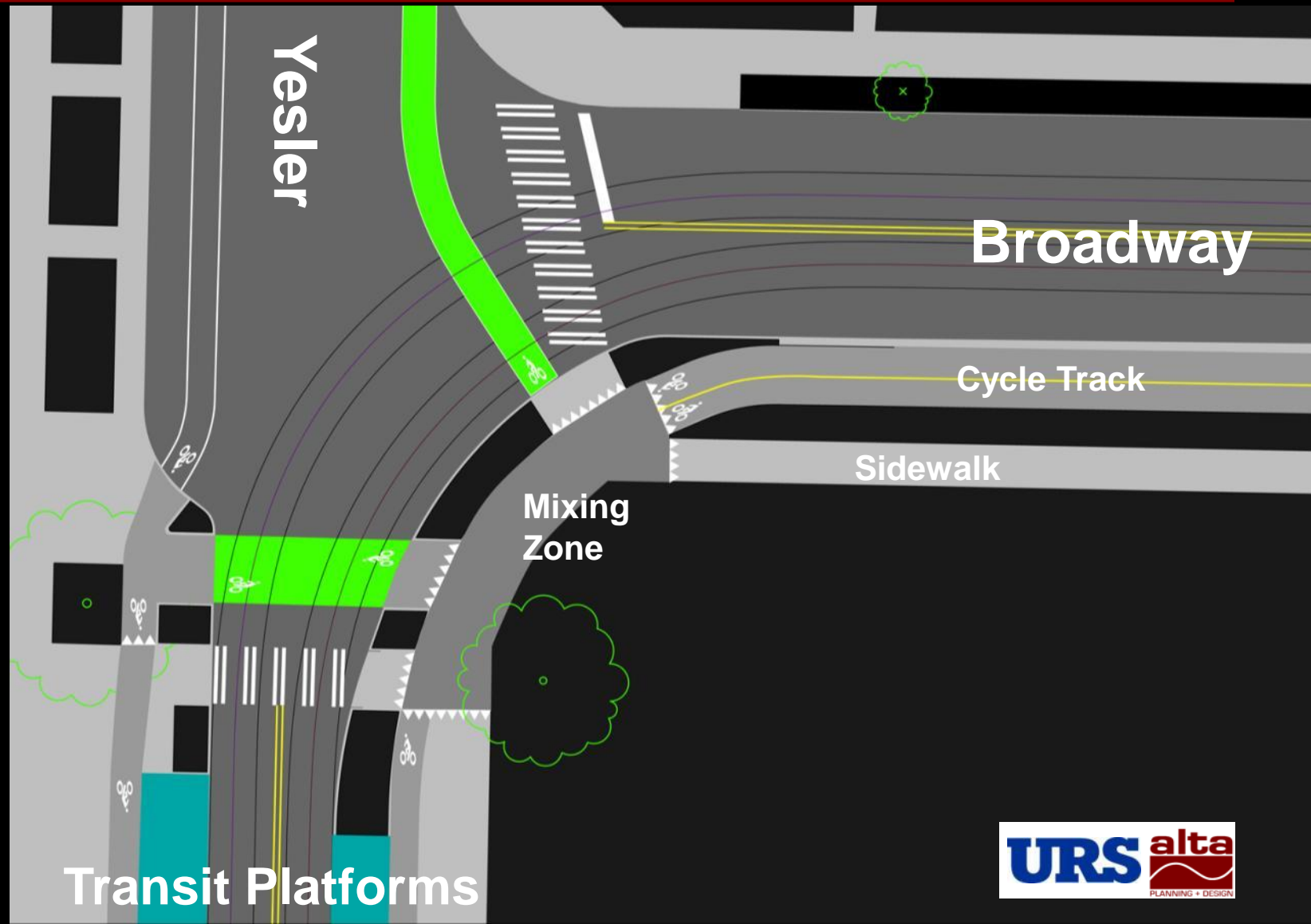
■ Bicycle Interactions at Intersections



Broadway Bikeway at Denny

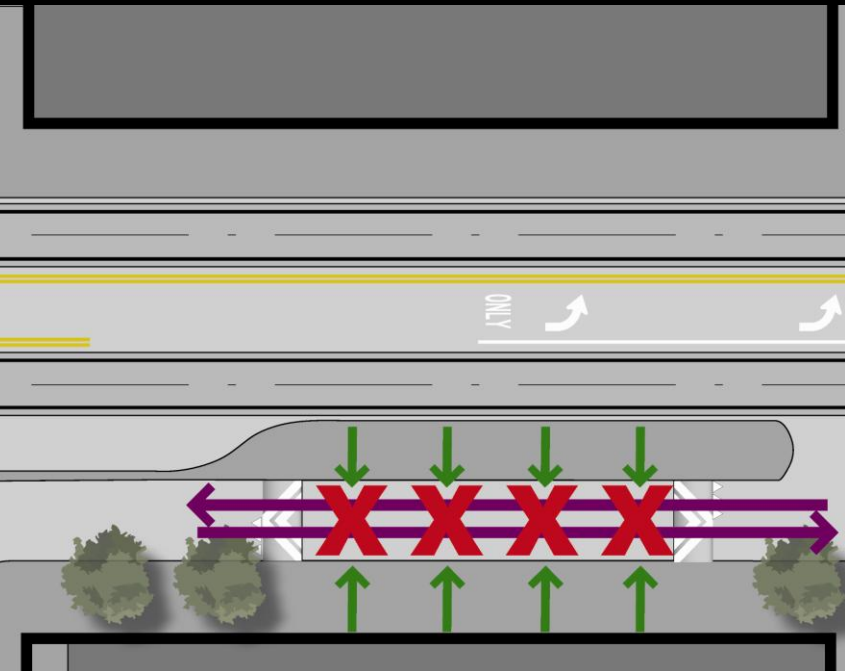


Broadway Bikeway at Yesler

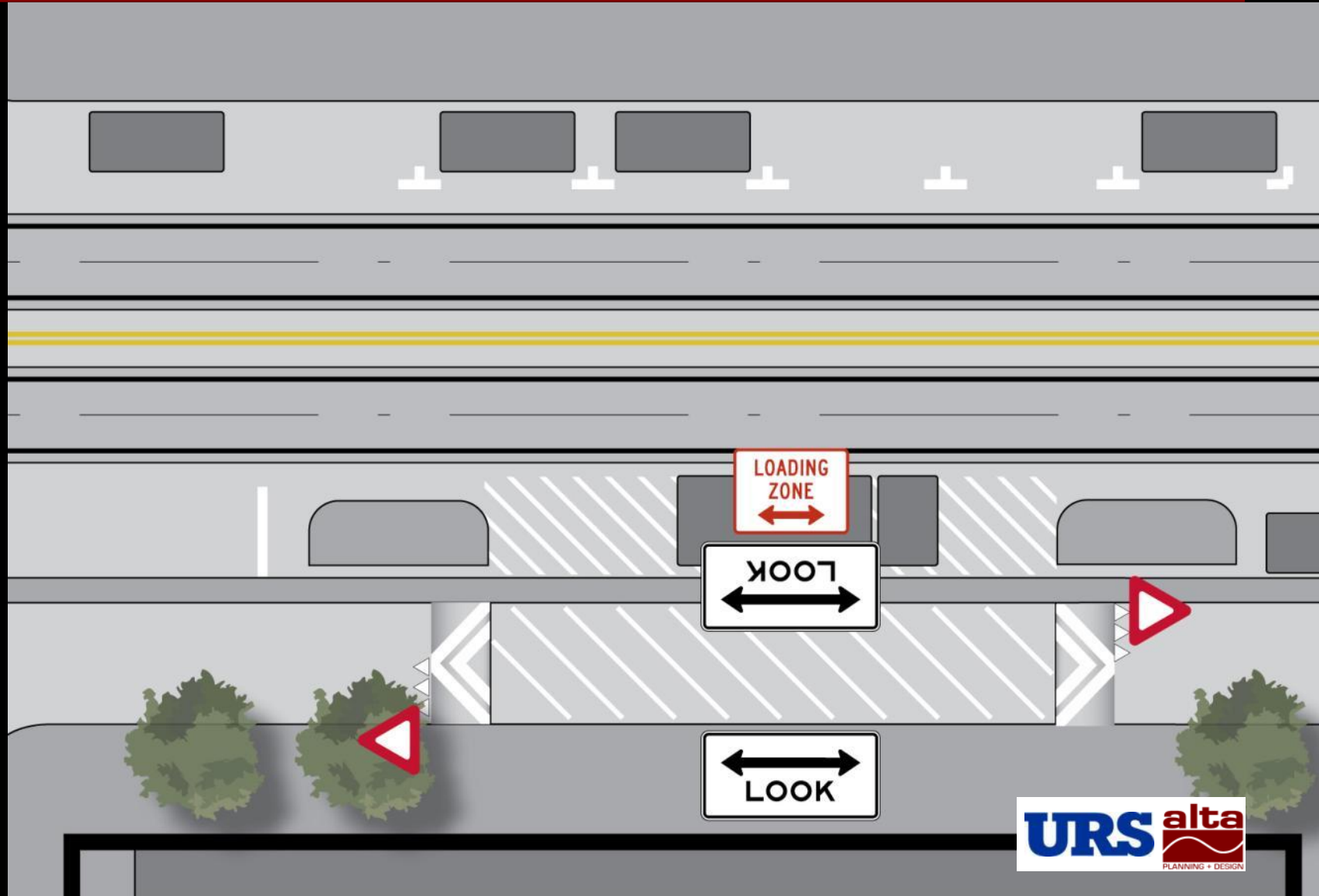


Potential Conflicts and Proposed Solutions – Bus/Streetcar Platforms

■ Conflict points



Potential Conflicts and Proposed Solutions – Loading Zones + Drop Offs



Potential Conflicts and Proposed Solutions – Connections

■ Denny/Broadway

- Future connection to light rail station
- Continues to the North with shared lane markings
- Pavement markings provide guidance for cyclists maneuvering the transition

■ Yesler/Broadway

- Street car tracks turn
- Signal timing - three phases
- Connections to bike lanes on Yesler

Connections to Bike Network

■ Network connection signs



■ Sign placement:

- On 12th at East/West connections to Broadway
- On Broadway at Pine, Union, Cherry, and Yesler

Conclusion

- Expect questions regarding:
 - Why here: many destinations on Broadway, transit supportive and many trips by bike.
 - Driveway access: some left turns will be limited.
 - Safety of a cycle-track: current studies show reduced collisions. Special attention required at intersections and driveways.
 - Pedestrian conflicts: channelization and signing at intersections, loading zones and platforms.

First Hill Streetcar and Broadway Bikeway



Steve Durrant

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